

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 12:42 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 006 Const Calendar Day: 157 Date: 12-Feb-2010 Friday
Inspector Name: Wilcox, Jason Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 06:30 AM 17:30 PM Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Liu, Tai-Lin Approved Date: 30-Mar-10 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 40 - 50 12 PM 50 - 60 4PM 50 - 60**Precipitation** None**Condition** OvercastWorking Day ☒ If no, explain:**Diary:**

Dispute

General Comments**FIELD OPERATIONS:**

I arrived this morning and discussed the issue of "snug tight" with Tai-Lin Liu and Lalit Mathur. There was a situation yesterday with the crew Lalit is watching where the bolt moved during tensioning. We all agreed that when a bolt does that, it is not rejectable. However, in this situation there were 8 or so bolts out of 12 or so that moved. Ultimately, Lalit said that all of the bolts in this connection were removed and replaced.

After this discussion, I went out to the field to see how far Lift 2E had to go until Splice 1 could begin. I also wanted to see what the latest information was on welding the Splice and to make sure that METS was informed if there was going to be any welding today. When I got out there I asked Dan Hester what his plan was for welding the Splice. He said that their goal for the day was to get the seismic demand bolting in at least. This means U-Ribs #1, #3, #37, and #39 in the uppermost corners of the OBG, and the lowest two Side Plate stiffeners on either side of the OBG, namely 18N, 19N, 18S, and 19S.

As for welding the top deck, I asked Jim Bowers when he hoped to begin and he said that he did not think they were going to be able to weld today, but they were shooting for welding early next week. After seeing that the backing bar was rusty, I said that their CWI's and ours would not accept welding it into position in that condition. He said he knew that and that he had every intention of cleaning the bar before welding into position.

By the end of the day Lift 2E was in position and bolting started. Thanh Le was on site to observe the installation of the bolts and signed the form stating that at least the minimum amount of bolts were installed to meet the seismic demand on sheet DE231A. Actually, more than the minimum amount was installed. See pictures for details. On both sides of the OBG, the lower six Side Plate stiffeners were spliced with two plates on each side of the stiffener and a mixture of bolts and pins as called for in the drawings. Also, the four U-Ribs called for in those same drawings were spliced with bolts and pins.

Accrued 2 hours of overtime covering the contractors hours.

Attachment

ddrRptbyBidItem

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Wilcox, Jason

Diary #: 006

Date: 12-Feb-2010

Friday



Splice 1 Initial U-Rib Bolting South side



Splice 1 Initial Side Plate Bolting South side